

MEETING SUMMARY

Bicycle and Pedestrian Advisory Committee

May 15, 2024

The Bicycle and Pedestrian Advisory Committee (BPAC) met in the Transportation Council Room at the North Central Texas Council of Governments at 2:00 pm on May 15, 2024.

See Page 6 for meeting attendance.

1. Welcome and Introductions – Heather Dowell, Chair, City of Midlothian

Heather Dowell welcomed attendees and introduced herself as the Chair of BPAC, and Anthony White as the Vice Chair. The February 2024 meeting summary was accepted as submitted.

2. Addressing Bicyclist Safety through the Development of Crash Modification Factors for Bikeways – Bahar Dadashova, Texas Transportation Institute

Texas Transportation Institute (TTI) staff researched the quantitative safety benefits of implementing bicycle facilities. Objectives of this research included developing crash modification factors (CMF), CMFs for types of crashes, and evaluated economic benefit-cost impacts of bicycle facilities funded by the National Cooperative Highway Research Program. TTI staff research focused on the safety benefits of on-street bikeways installed at mid-block segment locations and evaluated conventional bike lanes, buffered bike lanes, and separated bike lanes. CMFs are calculated by using before and after crash data as well as crash data from comparison sites, also referred to as cross-sectional analysis. Results from the model showed implementation of on-street bicycle lanes had improvements in crash reductions for people bicycling. Results varied dependent on the number of roadway lanes and treatment type. The crash reduction factor for conventional, buffered and separated bike lanes showed a reduction in crashes between 41 percent to 65 percent. Factors not included in this study included the distinction between types of vertical separation and impact on crashes at intersections.

This presentation can be found on the BPAC website at: www.nctcog.org/BPAC.

3. Local Community Updates – Various Community and BPAC Members

a. Dominion Trail Composite Fiber Bridge – Michael Kim, City of Frisco

Across the industry, steel is the commonly used material for bridge construction. However, City of Frisco staff recently completed a trail bridge construction project along the Panther Creek Tributary unique to the region featuring the use of fiber reinforced polymer (FRP). The scope of work consisted of providing 12-ft wide shared use path connections to the existing trail network using partial existing alignment and new alignment for three creek crossings. The design of the bridges was based on AASHTO design standards for Load and Resistance Factor Design. Challenges to the construction of bridges included large utility lines, private property owners, environmentally sensitive areas, a wide floodplain, and costs. The FRP bridge material provided a solution to lowering construction and implementation costs. For example, since the material was

much lighter, construction materials were lifted using smaller equipment. Other cost reductions included contractor time and pricing for the materials. The Wagners company manufactured the trail bridges and operates an office in Cresson, TX. Feedback on the FRP bridges from the public have been positive.

This presentation can be found on the BPAC website at: www.nctcog.org/BPAC.

b. Proposed Changes to E-Scooter Program – Erin Curry, City of Dallas

On May 5, 2023, City of Dallas staff relaunched the shared dockless vehicles program to include updates in city code regulations, a competitive permitting process, and new program rules. The City of Dallas staff issued permits to the companies Lime, Bird, and Superpedestrian where each company could deploy a maximum of 500 units. Dallas staff observed a correlation in weather and ridership as people are riding the shared dockless vehicles less during the winter months and more during the spring. In 2024, January recorded the lowest number of trips with an average temperature of 43 degrees Fahrenheit and April recorded the largest number of trips with an average temperature of 69 degrees. The average trip taken by a person is approximately 1 mile in just under 15 minutes. The City of Dallas Staff requires at least 15 percent of dockless vehicles to be deployed in city-designated Equity zones. City staff measures demand for shared dockless vehicles in an area by the total number of rides divided by the number of vehicles deployed per day. Staff view this data on a monthly average. Staff time to work on this program per employee is estimated at 75 percent. City of Dallas staff continues to see improvement as they monitor and adjust the shared dockless vehicle program rules.

This presentation can be found on the BPAC website at: www.nctcog.org/BPAC.

c. Upcoming Events – Anthony White, BPAC Vice-Chair

Anthony highlighted upcoming events and training opportunities throughout 2024. A DCTA event was added to celebrate Trails Day on June 1, 2024 between 9am to 12pm at the downtown Denton Transit center. It was also added that the League of American Bicyclists offers a grant program with a roadmap for a city to achieve Bicycle Friendly Community designation.

More information on the DCTA even can be found here: [Celebrate Trails Day: DCTA Hosting Event to Commemorate A-train Rail Trail on Saturday, June 4 | DCTA](#)

More information on becoming a bicycle friendly community can be found here: [Community | League of American Bicyclists \(bikeleague.org\)](#)

This presentation can be found on the BPAC website at: www.nctcog.org/BPAC.

4. Group Discussion

The May BPAC meeting included a new format with the primary purpose to facilitate group discussion. Two prompts were posed to the committee for members to share their experiences and learn from others. For future BPAC meetings, BPAC members are encouraged to submit questions or discussion topic ideas to NCTCOG staff.

Question: Over the years there has been limited engagement by local governments to host and/or promote events such as Bike to Work and Bike to School Month/Week/Day. What is the hindrance to your agency/community for promoting such events as a means of transportation?

Representatives of small to mid-size towns around the outskirts of the metropolitan area such as Midlothian and Weatherford informed that due to their community's lack of bicycling infrastructure, staff does not promote bicycling as a safe mode of transportation. However, staff continues to work on these issues as bicycling demand is gaining momentum. In cities like Dallas and Richardson, staff indicates they do not have the staff capacity to promote bicycling events. However, they rely on DART staff to organize bicycle promotional events on their behalf. NCTCOG staff encourages cities and agencies to reach out for assistance in bicycle promotion as NCTCOG has material from the Look Out Texans safety campaign that promotes bicycle safety through various videos. NCTCOG offered to package these Look Out Texans videos for cities and agencies to distribute through their social media platforms. Information is available on NCTCOG's website for back-to-school event promotion. There are around 2,400 schools altogether in the region, including charter, public, elementary, middle, and high schools. NCTCOG staff concentrate on reaching out to the approximately 1,000 elementary schools in the region. About 25 schools responded to the last round of events.

Question: What material(s) has your agency used as a form of vertical separation for bike lanes? Have you found those materials to be durable? Has there been any pushback from public safety departments on the form of vertical separation?

The durability and maintenance of vertical bike lane separators seemed to be an issue among responses. The City of Richardson staff uses plastic delineator posts that are not durable and may need to be replaced after four years. The City of Richardson staff also uses raised lanes and installs raised medians at protected intersections where miles of maintenance are added as well. The City of Dallas staff noted flex posts are not durable and pop off consistently. Dallas staff also use Ziclas and more vertical visibility, which are bicycle lane separators that create a protective barrier between bicyclists and vehicle traffic. Dallas staff also prefer the installation of raised concrete barriers. Lessons learned are to go with a raised cycle track from the start. With funding from DART, City of Dallas staff will also be trialing a prefab concrete barrier that is a two- to three-foot high vertical barrier to protect bicyclists from vehicle traffic.

5. NCTCOG Updates

a. **Mobility 2050 Plan Update – Catherine Richardson**

- Regional Veloweb Prioritization - The Sustainable Development Team at NCTCOG is updating active transportation material for the next Metropolitan Transportation Plan (Mobility 2050). In addition to the established Regional Veloweb network, NCTCOG staff are developing a methodology to prioritize segments of the network based on various criteria. Area of focus for prioritization include population density,

density of short trips, density of low-income population, density of zero car households, and areas of congestion.

- Annual Geodatabase Updates for Mobility 2050 - NCTCOG staff is in the process of preparing Mobility 2050 which will include the regional network of trails and on-street bikeways. NCTCOG staff is soliciting feedback from committee members on recent changes to their local plans to ensure the network is accurate. An interactive map was created allowing city staff to make edits. Options to edit include requesting deletion of a facility, updating the status of a facility, trail name, facility type, adding a new segment, or realigning a trail or bikeway.

b. NACTO Urban Bikeway Design Guide Working Paper – Catherine Richardson

The National Association of City Transportation Officials (NACTO) staff released a working paper with guidance on installation and maintenance of durable material options for street-level separated bikeways.

For more information of NACTO's Material Success: Designing Durable Bikeways (2023) Guide, please visit: nacto.org/publication/material-success/

c. Anticipated TA Set-Aside Call for Projects – Daniel Snyder

NCTCOG staff anticipates opening a Transportation Alternatives Call for Projects before the end of 2024. Examples of eligible projects awarded funding in the past include trails, on-street bicycle facilities, pedestrian infrastructure, countermeasures to improve the safety of vulnerable road users, as well as protected intersections. The next Call for Projects is anticipated to have applications due by mid-January 2025. Communities were encouraged to begin identifying and planning for potential projects.

d. Community Gardens Guide – Sydnee Mangini

NCTCOG staff researched community gardens as a strategy to address food access and insecurity issues in North Texas. A Community Gardens Public Program guide was published by NCTCOG focusing on publicly led community gardens programs on surplus public property near multimodal transportation infrastructure. The guide serves as a resource to facilitate conversations between local government officials and community stakeholders.

The Community Garden Public Program Guide is available at www.nctcog.org/greeninfrastructure

e. Statewide BPAC Update – Kevin Kokes

The TxDOT Dallas and Fort Worth District Offices will develop district wide bike plans. NCTCOG staff anticipates TxDOT staff will solicit feedback and comments from all communities. Important issues to identify during the development of these plans are locations where highways and on-system roadways are barriers for bicycle travel.

6. Other Business – Heather Dowell, Chair, City of Midlothian

The Chair opened other business among members and received no comments. The BPAC's next scheduled meeting will be held on August 21, 2024. Heather Dowell adjourned the meeting.

Members in Attendance at the May 15, 2024, BPAC meeting

Agency	Name
Town of Addison	Joe Pack
City of Allen	Krishan Patel
City of Arlington	Jill Krauter for Jana Wentzel
City of Burleson	Tiana Jackson
City of Cedar Hill	Steve Schell for Shawn Ray
City of Cleburne	Kenneth Overstreet
City of Coppell	Cole Baker for Aaron Tainter
City of Dallas	Jessica Scott
City of Euless	Duane Strawn
City of Farmers Branch	Alex Pharmakis
Town of Flower Mound	Brennon Peltier
City of Fort Worth	Walter Council
City of Frisco	Michael Kim
City of Grand Prairie	Brett Huntsman
City of Grapevine	Kathy Nelson
City of Haltom City	Will Wiegand
City of Hurst	Kyle Gordon
City of Irving	James White
City of Keller	Cody Maberry
City of Lancaster	Emma Chetuya/Kim Haynie
City of Mansfield	Garett Smith
City of McKinney	Robyn Root
City of Mesquite	Jahor Roy
City of Midlothian	Heather Dowell
City of North Richland Hills	Michael Wilson
City of Plano	Katie Dunham for Jason Aprill
City of Richardson	Daniel Herrig
City of The Colony	Calvin Lehmann
City of Waxahachie	Jennifer Pruitt
City of Weatherford	Chad Marbut
City of Wylie	Rico Govea
Dallas County	Minesha Reese
Denton County	Rina Maloney
Hunt County	Kelly Brasseaux
Parker County	Cintia Ortiz
Wise County	Chad Davis
Dallas Area Rapid Transit (DART)	Patricio Gallo
Denton County Transportation Authority (DCTA)	Karina Maldonado
Trinity Metro	Shawn Tubre
TxDOT, Dallas District	Rachael Twiggs
TxDOT, Fort Worth District	Anthony White

NCTCOG Staff in Attendance at the May 15, 2024 BPAC meeting:

Kevin Kokes
Sydnee Mangini
Catherine Richardson
Danie Snyder
Erik van Bloemen Waanders